APPENDIX 4-8

DMURS COMPLIANCE STATEMENT

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PRIMARY CARE CENTRE & NURSING HOME

Sky Castle Ltd
S665
24 August 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

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NOTICE

DOCUMENT CONTROL & HISTORY

OCSC Job No.: S665	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	S665	OCSC	1B	XX	RP	C	0006	S4	P05

Rev.	Status	Authors	Checked	Authorised	Issue Date
P05	S4	JT	WM	AH	24/08/22
P04	S4	WM	AH	AH	29/07/22
P03	S4	WM	AH	AH	26/04/22
P02	S2	WM	AH	AH	30/03/22
P01	S2	SMG	SMG	AH	09/10/21

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by *DMURS ComplIance Statement* to carry out the design of the civil engineering services associated with the development of a proposed Primary Care Centre (PCC) and a Nursing Home Unit at Moygaddy, Co. Meath, which is located northeast from the town of Maynooth, Co. Kildare.

Planning Permission is sought by Sky Castle Limited for the development of a site which extends to 7.94 hectares, on land to the west of the R157 Dunboyne Road, County Meath, north of the town of Maynooth, in the townland of Moygaddy. This site is located in the Maynooth Environ Lands.

The proposed development comprises:

1. Construction of a new two-storey Nursing Home of 156 no. bedrooms with a Gross Floor Area (GFA) of 8,576m2, including vehicular drop-off area and service road.
2. Construction of a new three-storey Primary Care Centre (PCC) with a Gross Floor Area (GFA) of 3,049m2, including vehicular drop-off area.
3. The development includes a shared surface car park providing 161 no. car parking spaces (comprising of 151 no. standard car parking spaces and 10 no. accessible car parking spaces) and approximately 160 no. bicycle parking spaces.
4. Provision of foul and surface water drainage including an underground wastewater pumping station.
5. Connection to potable water supply at Kildare Bridge.
6. Provision of communal (semi-private) and public open space.
7. Provision of hard and soft landscaping including amenity equipment, fencing and gates.
8. Provision of substation and public lighting.
9. Proposed road improvement and realignment works along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556), including:
   (i) Construction of a new 2-way, 6m-wide access road from the R157 Dunboyne Road to include a priority T-junction on the R157 which includes a right-turn lane from the R157 into the access road,
   (ii) Upgrade works to a section of the R157 from the new site entrance south to Kildare Bridge on the R157 (representing delivery of a 15m-wide portion of the

Maynooth Outer Relief Road (MOOR)), including creation of a new 2m-wide footpath, 3m-wide cycle lane and pedestrian and cycle link adjacent to Kildare Bridge,

(iii) Provision of pedestrian and cycle improvement measures.

10. All other site development works and services ancillary to the proposed development.
11. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application.

A separate application will be made to Kildare County Council for the upgrade of the R157 south of the Kildare Bridge. This overlap of applications will ensure unimpeded access to the proposed development lands for all modes of transport including vehicular and dedicated pedestrian and cyclists' facilities.

The proposed link roads and streets together with the junctions, footpaths and cycle facilities have been designed in accordance with requirements of the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). DMURS is the design philosophy used in the design of all new residential roads and urban streets and the key objective of DMURS is to achieve safe, attractive, and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys. The subject site is fully consistent with this recommended approach whilst also facilitating efficient and secure internal movement. The site layout encourages permeability through the site, connecting to the wider area via pedestrian links and cycleways and seeks to prioritise pedestrian and cyclists in accordance with the policies set out in DMURS.

The scheme complies with the following key DMURS Design Principles:

INTEGRATED STREET NETWORKS

The subject site will be linked to Maynooth Town Centra via the existing R157, which will be upgraded from Kildare Bridge up to the access road to this site, as part of this application. New dedicated pedestrian and cyclist infrastructure will be provided along

this section of the R157. All footpaths within the development will be a minimum of 1.80m wide and will run parallel to the proposed road infrastructure. The development will be serviced by way of a priority controlled T-junction with the R157.

The provision of infrastructure on the R157 will include 7.0m carriageway, 1.5m verge, footpath and also cycle tracks designed in accordance with the National Cycle Manual.

Pedestrian and cyclist infrastructure will also be provided along the R157 linking the primary care centre & nursing home development to the rest of the developments on the Moygaddy lands, as well as the greater Maynooth Environs.

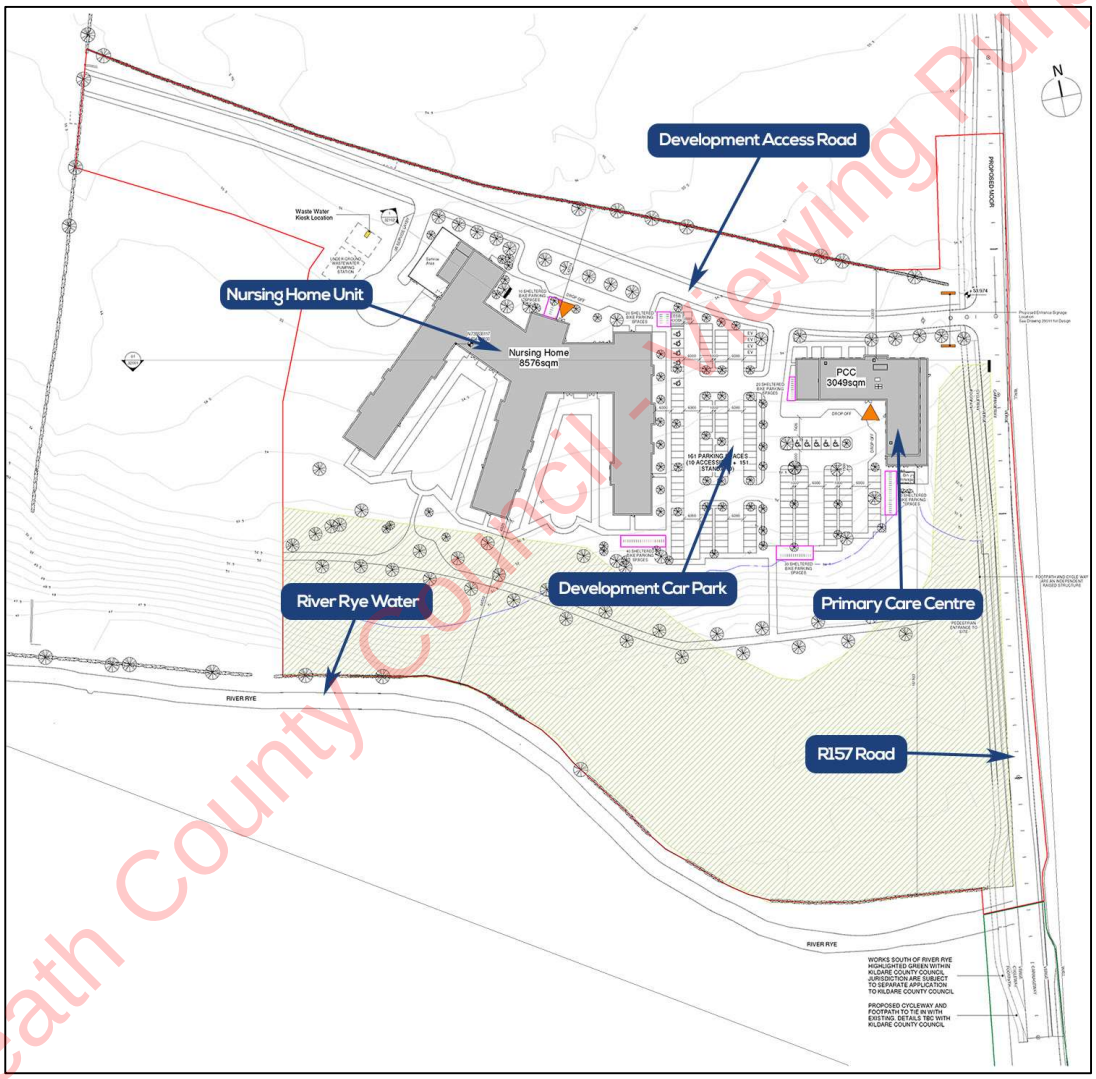

Figure 1: Site Layout

MOVEMENT AND PLACE

The proposed development incorporates a permeable and legible street network that offers flexibility for managing movement. There is a fully integrated pedestrian network with all the main landscape spaces connected to a universally accessible route. In line with best practice the design incorporates an orthogonal type street layout thus promoting legibility as well as connectivity.

The proposed network is safe and structured and will draw future occupants toward focal points including green open space.

PERMEABILITY AND LEGIBILITY

Pedestrian and cyclist movement is prioritised by providing a layout that restricts the speed of vehicular movements by use of vertical and horizontal deflection and by use of shared streets. A high degree of pedestrian permeability throughout the site is created by providing footways that connect the spaces between the Nursing Home and PCC with crossings located at each internal junction.

TRAFFIC MANAGEMENT

By assigning carriageway widths of 6.0m to the internal link road access, along with variations in the horizontal alignment of the access road, a natural traffic calming effect is provided in both a physical and psychological sense, which will assist in self-regulating vehicular speeds. Gradients proposed minimise the need for revving of engines and associated noise and emissions, while appropriate landscaping will absorb excessive sound. Pedestrian priority will be provided at some internal junctions in the form of raised entry treatments and tactile paving at crossing which also serve as a traffic calming measure. The location of the site will promote the use of public transport, walking and cycling thus contributing to reduced air emissions.

MOVEMENT, PLACE AND SPEED

High levels of pedestrian movement are catered for which supports vibrant and sustainable places. The segregation of vehicular traffic and the use of shared streets for cyclists and drivers within the development also supports the sense of place.

Element	Consistency with DMURS
Streets and Link Roads	All Link Road and Streets within the development to have a Hierarchy of Widths to include 6.00m for the main link road and where perpendicular parking occurs and 5.0 for the minor roads. Maximum road gradient 1:12 with minimum gradient 1:100. Corner Radii to be 6.0m on external junctions and 3.0m on all internal junctions. Speed Limits to be 30.0 kph.
Footpaths	All footpaths provided will be a minimum of 1.8m in line with DMURS. Proposed footpath along the R157 will be 2.0m wide. New footpath links will be constructed to enhance connectivity.
Cycle Facilities	The cycle facilities proposed are a combination of dedicated 1.75m off road cycle tracks along the R157. In addition, there will be on-road cycle facilities which are shared with vehicular traffic and acceptable for low traffic speed urban environments. The New cycle facilities that will be constructed along the R157 will eventually connect to the planned sections of the MOOR. No cycle facilities are proposed on the internal roads.
Junctions	The entrance junction is a priority junction with pedestrian and cycle crossings where required. All crossings to have appropriate tactile paving to aid vulnerable road users. Visibility standards maintained at all junctions.
Visibility	The internal development horizontal and vertical visibility to be maintained at all junctions and crossings in line with the 30 kph Design Speed.

CONCLUSION

As can be seen in the table above, it is considered that the design elements of the proposed street and link road in the development are in compliance with the objective of Design Manual for Urban Roads and Streets (DMURS) which aims to provide safe, attractive and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys.

It is noted that the Road Safety Audit report for the proposed development has been prepared under a separate cover and will be submitted as part of planning application.

VERIFICATION

This report was compiled and verified by:

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